BUSINESS SITUATION.

While There is Confidence That Pro sent Conditions Will-Continue for Some Time, it is Wisdom to be Cau-

New York Journal of Commerce: It ould be difficult to exaggerate the would be dimedit to exagging the degree of prosperity which the country is now enjoying, and while there are occasional warnings, and it is prudent to remember that the rate of increase in the volume of business in the past few months cannot be indicately continued, it is also true that there are at present few clouds upon the commercial sky, and there is the utmost confidence in trade circles that existing conditions will last for some time.

There is speculation, but it is not the

leading factor in the present situation.
There have been rapid advances in prices on the stock exchange, but they have been checked from time to time, so that they have not soured far above the material facts upon which they must ultimately rest. The con-spicuous facts are not speculative but commercial, and they are closely con-nected with the actual communition of the merchandise. Consider one fact lately mentioned in the dry goods review in this paper, that clothiers are complaining that they cannot get goods fast enough. They are supply-ing the men who wear the clothes, and instead of exhausting the patience of manufacturers by returning goods, which has been a common bractice of late years, they cannot get their re-orders filled fast enough. Or consider the trade in which there has been the greatest expansion in the past half ear, the iron and steel trade. With the production rapidly increasing it has been unable to keep up with the demand, and the stocks have been nearly exhausted, while the buyers of pig are not speculators, but manufacturers who have difficulty in keeping up with the orders for materials needed at once for consumption. The enor-mous shipments of lake ores is giving the lake vessel interests an unexampled prosperity, and yet the furnaces cannot get enough domestic ore and are importing it from remote coun-The exports of last year were almost

as large as they were the year before in value, and we have already commented on the fact that the exports of wheat and flour were a little larger than in 1898, a fact that would have been regarded as impossible last fall. as prices were lower the value of all breadstuffs exported was \$61,000,-000 less than the year before; the value of some other agricultural exports showed a decrease. That the aggre-gate value of exports was almost exictly the same in 1899 as in 1898 shows how much the export of manufactured goods has increased. The millers have been complaining that the railroad rates favored the shipment of un-ground wheat, but in the fiscal year just closed the export of flour was greater by 3,000,000 barrels or 20 per cent, than in 1828, while the export of wheat in the grain was reduced. The Chronicle's computation of rail-

road earnings shows an increase for the first half of this year over the first half of last year of \$35,000,000 to \$40,000 .-000, and the earnings in the first half of 1898 were \$57,000,000 above those of The railroad receiverships in the first half of 1899 were fewer than in any previous half year since the records be gan, though one company was large cough to carry the mileage and capital figures above those of the same period in 1898. Commercial and manufacturing bankruptcles, were exceptionally low. The amount of liabiliof the year were smaller than in any previous second quarter in Dun's tables, which cover twenty-five years.

Bradstreet's tables make the average of prices almost exactly the same July 1, 1899 and July, 1892. But this year prices were rising during the first half of the year, and last year they were falling. For the six months prices were lower this year than they were seven years ago. But the bank clearings of the first six months of the year were a little more than fifty per cent greater in 1899 than in 1898. It is true that financial operations in New York affected this comparison, but the clearings outside of New York were very nearly one-third greater in the

Wages in almost every line of industry have been advanced, and in many instances a second and even a third advance has been made since the be ginning of the year, the deposits and loans of the banks as well as their clearings, the activity of all manufacturing plants and the distribution of goods from all centres, afford evidence of a degree of prosperity that has never been exceeded, and in which there is so moderate an element of speculation that it is reasonable to expect its continuance for a considerable period.

The trust movement is the chief cause of concern; but troubles in that quarter may be postponed until reacon comes, providing the craze is in check. There are large quantities of these securities which promoters and others are anxious to sell to unsuspecting buyers.

PEACE CONFERENCE.

Work Done So Far-Matters of interest to this Country.

WASHINGTON, D. C., July 18 .- The work accomplished by The Hague conference as represented in conventions and treaties which have just reached state department are divided into by the foreign powers. three classes. The first relate to the revision of the rules of war relative to ed persons in marine battles. Included under this general head is a provision for extending to hospital ships immunity from capture in three cases, first in the case of official national vessels hospital ships fitted by benevolent perns, third, hospital ships fitted out by neutral powers, benevolently inclined,





for the rescue of wounded and ship-wrecked sallors.
Conventions relative to the revision and supplementing of rules for the conduct of war on land. These undertake to define who are and who are not proper combatants. They also provide for the proper treatment of prisoners of war, etc.

The third class of conventions contain articles looking to the peaceful adjustment of internal differences, inquiry, and a scheme for a permanent arbitration tribunal. All of these conventions are under careful scrutiny and if they comply in terms with the brief synopsis already furnished the government they will secure the adhesion of the state department.

THE REASON WHY.

Henry Watterson Explains to Some Misguided Americans the Impossi-bility of Leaving the Filipinos to

Louisville Courier-Journal: Quoting some recent observations of the Courier-Journal touching the enormous trade advantages which the completion of a short-cut to the Pacific will bring to the Gulf states of the South, our very much esteemed Georgia contem-porary, the Macon Telegraph, asky "but why could it not be so without the forcible conquest of a single island in the Pacific?" Would that it could be, and, sooth to say, it might be if revolutions were made out of rose-

ter. Nay, it might be, anyhow, if all the men and women of the universe were Bostonese, and had the true Atkinsonian style and polish about them. Unhappily, Aguinaldo is not a Harvard man. If he had been he would have composed an ode to Liberty to be read the last Fourth of July, instead of making that midnight descent upon Manila, precipitating a useless war be-fore the victorious Americans had put the finishing touches upon the vanquished Spaniards. In doing this raised up a crop of complications from which there seems but one exit, the complete subjection of the entire archipelago.

War is both a dreadful alternative and a map-maker. In this case we did not invite it. We came into the Philippines as friends of the insurgent natives. Before our coming their cause was hopeless. Aguinaldo had fied to China. We overcame the Spanish power, and before we had time to dispose of it, a murderous foray made upon us, and the rebellious front which had been ineffectually turned to the cruel Spaniards was turned to us. If anything could illustrate the unfitness of the natives for self-government, or for orderly government of any kind, this did it.

What could we do? Pick ourselves up, lock, stock and barrel, and move away? Ask Aguinaldo for time and terms whilst we packed our grip and got in last week's washing before tak-ing a bee-line for home. That would hardly have suited even Harvard un-less Otis had issued an address in Latin hexameters, reciting the Declaration of Independence wrong end foremost: and even then it would have turned party politics in America upside down. Every one of the men who are now clamoring for peace-at-any-price with Aguinaldo, would be assailing the administration for its cowardice. We should have had a great hue and cry about the desecration of the nation's honor and the lowering of the nation's fing. The welkin would ring with tales of the priceless value of the territory yielded without a struggle to the rapacity of the European powers, which, -if they did not precipitate a general war among themselves—would be bound to step in and make short shrift of Aguinaldo & Co. In a word, because General Otis did the only thing that was left him to do-stood his ground and met war with war-the foolish politicians, whose only idea of party policy is opposition to the policy of the party that happens to be in power, get nearly one-third greater in the instruction of this year than in the first upon their hind legs and cry: Down with the flag! Away with the troops! Is not Aguinaldo a man and a brother? Are we not committed to the consen of the governed? Does not the Monroe Doctrine forbid?"

Thus these short-sighted patriots exclaim; and so loud do they exclaim against the shedding of the innocent blood of the poor Filipinos that they forget our own brave boys who are fighting the battles of their country under tropic suns. And thus they make themselves the abettors of the ruthless savages who could not to save their souls tell what they are fighting This is why the gathering of the untold commercial benefits of Pacific empire is coupled with the forcible conquest not only of a single island but of an entire archipelago in that developing quarter of the globe.

REVOLUTIONARY REPORTS

About Guatemala Characterized as

Merc Nonsense. NEW ORLEANS, July 18,-The steamship Stillwater, from Central American ports, brought in several pasengers from Guatemala, all of whom deny that there has been any revolution and that there is any likelihood of a demonstration in Guatemalan waters

One of the most emphatic of the pas-sengers was T. J. Potts, the millionaire revision of the times of war relative to miner of Yzabal, who declared that the rescue of shipwrecked and wound- miner of Yzabal, who declared that ed persons in marine battles. Included since the deportation of Barrios and since the deportation of Balijos and two or three of his friends, absolute quiet has reigned. "As to the rumors of a demonstration by ships of the German and Euglish navies." Mr. Potts declared, "that is all pure nonsense. The country recently put out paper money, but there has been no change in the financial system of the country.

TEN thousand demons gnawing away at one's vitals couldn't be much worse than the tortures of itching piles. Yet there's a cure. Doan's Ointment never falls.

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, July 19.--Money on call steady at 2464 per cent; last loan 3 per cent. Prime mercantile paper, 3% 64% per cent. Sterling exchange steady, with actual business in bank-ers' bills at \$4 87%@4 87% for demand and at \$4 \$4@4 \$4% for sixty days; post-ed rates, \$4 85@4 86 and \$4 88@4 88%. Commercial bills \$4 83½. Silver cer-tificates, 50@sic. Bar silver, 60½c. Mexican dollars, 48c.

Government bonds strong. State bonds inactive. Railroad bonds irregular.

The intense dullness of the stock market continued to be the main feature of the trading to-day, as for some time past. Not only was it true of the New York market, but of the continental and London markets as well, and speculation at different exchanges in the United States was reported in the same dull and neglected condition. The whole speculative world main-tained its waiting attitude. Many fac-tors which have been adduced to ac-count for the hesitation have been successively eliminated, and the hesitation still persists. The bears took some heart of grace from this continued disinclination to advance, and made quite a vigorous attack on the New York market late to-day. Earlier gains in some of the specialties were

wiped out, notably in Tobacco stocks. in Sugar and in Steel and Wire, and the whole market dropped to low level of the day. Misouri Pacific and Wa-bash preferred led the decline, the latter with a net loss of 1½ points. The Grangers all weakened sharply, and Atchison preferred was notably heavy in tone. Brooklyn Transit lost the greater part of yesterday's gain, and Manhattan dropped a point below last night. Metropolitan Street Railway, on the contrary, resisted the declining tendency, and closed unchanged. Federal Steel common fell away heavily 2 points in the late trading, although the public announcement that the July special injunction against the distribution of the dividend declared on the stock had been continued, was not

New York Air Brake made a teoric display on yesterday's judicial decision affirming the validity of one of its patents. The stock opened up 1% points, and then fell 29 points and closed at a net decline of 1 point. The close was at 200 bid and 220 asked. The market enjoyed a period of some strength early to-day, but transactions were on such a small scale as to lend little significance to the movement of prices. Money continued to work

made until after the markets closed.

rather lower, but is still above the rates at other domestic centers. Fears of the gold movement seem to exercise a reflex influence between London and New York. New York is in fear that the money stringency in London and on the continent will draw gold from here, as our rates work lower. London is in fear that the coming export movement of merchandise from the United States will emphasize strength, and so prolong the stagnation in speculation. The consequence is a walting attitude

Points were intensely dull, and prices moved sluggishly in both directions.

at all points.

Total values, par value, \$1,861,000. United States 2s coupon advanced % per cent, and the old 4s registered and the new 4s registered 1/4 per cent in

| the bid price. |
|---------------------------------------|
| STOCKS AND BOND QUOTATIONS. |
| U. S. 25 reg |
| The following quotations for National |

The following quotations for National Steel stocks and American Tin Plate are furnished by Simpson & Tatum, City Bank Building:

Opened. Closed.

Breadstuffs and Provisions CHICAGO - Values continued to shrink on the board of trade to-day. Wheat closed at the bottom of a lc decline; corn lost %c; oats %c, while pro-visions closed unchanged to 7%c lower,

cline; corn lost \$\frac{1}{3}c\$; oats \$\frac{1}{3}c\$; while provisions closed unchanged to \$T\frac{1}{3}c\$ lower, the latter in pork.

Wheat traders were in optimistic mood in regard to the new crop at the opening of the market. September opened at a decline of \$\frac{1}{3}\frac{1}{3}c\$ with initial trades at \$70\frac{1}{3}c\$ at five fives changed hands at \$71\frac{1}{3}c\$ immediately after the opening. This was the highest quotation of the day. Perfect weather everywhere in the wheat belt, primary receipts unprecedented at this time of the year, lower cables from both England and the continent, and the entire absence of demand for cash wheat were a few of the items in the early batch of news which brought long wheat into the market in great quantities. Puts at 70\frac{1}{3}c\$ steadled the market for a time, but as soon as buying against these privileges was over the decline began affech and continued until the closing gong sounded.

Primary receipts amounted to an even million bushels, against \$45,000 bushels a year ago. Minneapolis and Duluth received \$15 cars against \$60 bushels a year ago. September touched 70\frac{1}{3}c\$ year ago. The property of the shorts appeared to be the only buyers and the shorts appeared to be the only buyers and the market fell of its own weight to 70\frac{1}{3}c\$ and closed at 70\frac{1}{3}c\$ and which a weak wheat market, the combination in favor of short sellers could not have been better. Primary receipts were \$7\$.500 bushels compared with \$44.000 a year ago. With this news as a starter. September open

12%c. Many belated longs threw their holdings into the market and a steady decline ensued to the close, which was at 32c, a net loss of %c. The local respects were 50 cars against 25c a year ago. Export and domestic cash demand was reported much improved.

Outs followed the other markets on a small scale without especial news affecting the conditions, the market held remarkably steady through a greater part of the session. Just before the close one of the local bull leaders became a heavy seller and his offerings were not absorbed without a corresponding decline. Local receipts were 170 cars and cash demand was slack. September opened a shade lower at 20%c sold at 20%620%c declined to 19%c and closed at 19% 619%c, a net loss of %c.

and closed at 19%G18%C. B her sympathy with an advance of 10g15c for hogs. Profit-taking soon wiped out these early gains and the market ruled rather heavy until the close. There was no particular news to bring about a decline other than the weakness in grain. September pork opened 5@10c higher at 33 15@9 40; declined to 39 17 and closed at 35 21%, a net loss of 7%c. September lard opened 5c higher at 35 57%. September ribs opened 5c higher at 53 57%, declined to 35 25%, and closed at 35 25%, declined to 35 25%, and closed at 35 25%. September ribs opened 5c higher at 53 53%, declined to 35 25%, and closed at 55 25, a net loss of 2%c.

| Articles. | Open. | High. | Low. | Close. | 1 |
|------------------------------------|-------------------|-------------------|-------------------|------------------|--|
| Wheat, No. 2. July Sept Dec | 70% 70% 73% | 70% 71% 72% | 89% 70% 71% | 69% 70% 73 | The last of the la |
| Corn. No. 2 July Sept Dec | 23% 23% 21% | 22% 33% 31% | 22% 32 30% | 22 | National Park |
| Oats. No. 2 July Sept May | 24% 20% 22% | 24% 20% 23% | 20% 11% 21% | 19% | TOTAL STREET |
| Ness Pork. | 9 35 9 35 | 9 40 9 35 | 9 20 9 22% | 9 22% 9 25 | |
| Sept Oct | 5 62% 5 67% | | 5 55 5 63% | 5 57% 5 62% | 200 |
| Short Ribs. Sept | 5 224 5 274 | 5 32% 5 37% | 5 20% 5 27% | 5 \$5 5 30 | |

Flour easy. Wheat-No. 2 spring 684@70c; No. 2

234,673c.
Onts-No. 2 244,624%c; No. 3 white
244,627%c.
Rye-No. 2 53½c.
Flaxseed-No. 1 new \$1 63%.
Timothy seed-Prime \$2 47%.
Mess Pork-Per bbl. 85 5069 15.
Lard-Per 100 lbs. \$5 5369 47%.
Short Ribs-Sides (loose) 15 7065 25;
dry salted shoulders (boxed) 5%,65%c; short clear sides (boxed) 55 4065%c; short clear sides (boxed) 55 4065%c; whisky-Distillers' finished goods per gallon \$1 26.
Sugars-Unchanged.
Clover seed-Contract grade \$6 50.
Butter-Steady: creameries 13%@ 17%; darlies 11%,616c.
Cheese-Steady at 8%,69c.
Eggs-Easy at 12c.
Eggs-Easy at 12c.
NEW YORK-Flour, receipts 11.752

NEW YORK-Flour, receipts 11,752 barrels; exports 19,837 barrels; market unsettled and weak in sympathy with

barrels; exports 19,837 barrels; market unsettled and weak in sympathy with wheat.

Wheat, recelpts 226,000 bushels; exports 18,063 bushels; spot weak; No. 2 red 76%c f.o.b. afloat spot; No. 2 red 76%c f.o.b. afloat; 37%c; December 77%c.

Con, receipts 331,500 bushels; exports 354,233 bushels; spot weak; No. 2 33%c f.o.b. afloat; 37%c; September 37%c; December 37%c; Cattacked mixed weatern 2931c; tracked mixed weatern 2931c; tracked firm. Leather steady. Hides firm. Leather steady. Coal quiet. Hay weak. Hops steady. Hides firm. Leather steady. Coal quiet. Heef steady. Cutmeats firm. Lard steady; weatern steamed \$5 %c; refined steady. Pork firm. Butter easy. Cheese firmer. Eggs steady. Tallow firm. Cottonseed oil firm. Rosin steady. Turpentine firmer. Rice steady. Molasses steady.

Coffee options opened barely steady and five points lower.

BALTIMORE—Flour dull and easier; receipts 15,616 barrels; exports 956 barrels. Wheat steady at a decline; No. 2 red spot and month 70%g71c; August 71%g71½c; September 72%g72%c; receipts 15,655 bushels; exports 149,571 bushels. Corn firm; spot mixed 38%g 5%%c. No. 2 western spot 38%c; month 38%g36%c; August 38%g36%c; September 38%c; No. 2 western spot 38%c; month 38%g36%c; August 38%g36%c; Corn nominal; No. 2 red 89c. Corn

CINCINNATI-Flour dull. cincinnati-Flour dull. Wheat easier; No. 2 red 80c. Corn nominal; No. 2 mixed 25@354c. Oats quiet and lower; No. 2 mixed 25@37c. Rye quiet; No. 2 new 60c. Lard steady at \$5 35. Bulkmeats firm at \$5 50. Bacon strong at \$5 25. Whisky quiet at \$1 26. Buter steady. Sugar quiet. Eggs dull at 9c. Cheese firm.

Live Stock

Live Stock.

CHICAGO—Cattle, prices good to fancy steers \$5 30% \$5; commoner \$4 30 % 50; stockers and feeders \$4 50% \$80; bulls, cows and heifers \$2 00% 50; calves \$4 50% 700. Hogs, prices up about 19c; heavy \$4 35% \$60; commoner grades \$4 35% \$65; light \$4 40% \$45; pigs \$3 50% 50; culls and roughs \$2 00% \$55. Sheep, about steady at \$2 25% 325 for Sheep, about steady at 32 7543 25 for cults to 85 0045 25 for prime wethers; spring lambs 44 0007 00; lambs brought 35 7506 50. Receipts—Cattle 12,000 head; hogs 25,000 head; sheep 15,000 head.

hogs 25,000 head; sheep 15,000 head.

EAST LIBERTY—Cattle steady; extra \$5 5095 60; prime \$5 3095 40; common \$3 4094 00. Hogs higher; prime pigs \$4 6504 75; best mediums and good 4 65; heavy hogs \$4 5094 55; grassers \$4 25094 50; good roughs \$3 75094 10. Sheep slow; choice wethers \$4 6094 85; common \$2 0093 00; spring lambs \$3 75 9550. Veal calves \$7 0097 50.

CINCINNATI—Hogs active and higher at \$3 7504 55.

Metals.

Metals. NEW YORK—About the only feature about the day's development in the metal market was a reaction in the price of tin from the severe break of yesterday. Consumers were, liberal buyers and news in the main was favorable to the market. The other departments were steady to firm and unchanged. At the close the metal exchange called pig from warrants nominal at \$13 75; lake copper unchanged at \$18 59; it nunsettled with \$25 90 bid and \$18 59; it nunsettled with \$25 90 bid and \$45 and \$45 asked; speller unchanged at \$45 50. The broker's price for lead is \$45 35 and for copper \$18 50. NEW YORK-About the only feature

Dry Goods.

Dry Goods.

NEW YORK—The attendance of buyers is gradually improving and although business in cotton goods increases slowly, there is a probability of a material expansion in demand on home account in the near future. Print cloths are inactive at Fall River, but firmer in outside markets. Prints in fair demand and steady.

Petroleum

Wool. NEW YORK-Wool stendy.

CASTORIA For Infants and Children. The Kind You Have Always Bought

Bears the Cat H. Thickes

Educational.

Mont de Chantal Academy::::: NEAR WHEELING,

SISTERS OF THE VISITATION, B. V. M. FIFTY-FIRST YEAR, 1898-99

OPENS TUESDAY, SEPT. 18. OPENS TUESDAT, SET 1. 10.
Climate desirable for delicate girls.
One hundred acress beautifully laid
out. Golf, Tennis. Croquet and other
athletic games. Excellent care; reasonable rates. Address
IN SMECHESS OF WORT IN CANNAL ACABLEY,
Near Wheeling, W. Va.

THURSTON PREPARATORY SCHOOL

SHADY AVENUE, PITTSBURG. A Home School for Girls, in connection with the present day school, will open Sep-tember 15. For catalogue and further in-formation, address MISS ALICE M. THURSTON.

Insurance.

REAL ESTATE

Title Insurance. If you purchase or make a loan on real

estate have the title insured by the

WHEELING TITLE & TRUST CO No. 1305 Market Street.

RUSSELL President
STIFEL Secretary
RAWLING Vice President
I. TRACY Ass't Secretary
E. GILCHRIST Examiner of Titles

Redical

A SURE RELIEF TO WOMAN for all troubles peculiar to her ser. 137 Send by mail or from our Agent. \$1.00 per box. WILLIAMS MFS. CO., Props., CLEVELAND, OHIO. For sale by C. H. GRIEST & CO., 113 Market street.

MOTT'S PENNYROYAL PILLS

They evenous weakness, frequency and the control of For sale by C. H. GRIEST & CO., 1139 Market street.



Railroads.

BALTIMORE & OHIO RAILROAD.

Departure and arrival of trains at Wheeling, EastWheeling, EastWheeling, EastWheeling, EastBuilton corner of Twenteth and Water Streets.

B. m. *12:35 *12:25 *12:25 From Wheeling to Grafton and Cumberland... Washington and Baltimore. Philadelphia and New York Pittsburgh and Cumberland Washington and Halitmore. Philadelphia and New York Grafton and Cumberland... Fairmont and Grafton.... Washington (Pa.) and Pitts.

Zanesville and Newark..... Columbus and Chicago..... Zanesville and Columbus... Cincinnati and St. Louis... Grafton and Cumberland... Washington and Baltimors. *10:15 *10:15 *10:50 *10:50

Washington and Baltimore

Zanesville and Newark ... \$ 2.00 *11.40 Columbus and Chicago ... *220 *11.40 Columbus and Chicago ... *220 *11.40 Columbus and Chicago ... *220 *11.40 Columbus and New York *1.20 *15.50 Philadelphia and New York *1.20 *19.11 Columbus ... *20 *1

*Daily Except Sunday. IS undays only. Pullman Sieeping or Parior Cars on all through trains.

T. C. BURKE.
City Passenger and Ticket Agent, Wheeling. Agent for all Steamship Lines.
F. D. UNDERWOOD, D. B. MARTIN, General Manager. Mgr. Pass. Traffic.

Baltimore.

THE 0 . Cleveland, Lorain & Wheeling SAILWAY COMPANY.

Schedule in Effect May 14, 1899. Central Standard Time.

Lorain Branch. | a. m. p. m. p. m. a. m. 11 | 13 | 15 | 9 Cleveland Brooklyn Lester Bellaire

DEPART Main Line. | 12 | 4 | 6 | 8 Main Line
Bellaire
Berldgeport
(ar.) Thrichsville
(de.) Uhrichsville
New Philadelphia.
Canal Dover
Justus
Massillon
Canal Fulton
Warwick
Sterling
Seville
Seville

General Passenger Agent.

THE MONONGAH ROUTE IS THE Short Line between Fairmont and Clarksburg. Quick Time-Fast Trains—Sure Connections. When traveling to or from Clarksburg or West Virginia and Pittsburgh railroad points, see that your tickets read via the Monogabela River Railroad. Close Connections at Fairmont with B. & O. and W. V. & P. R. inan. Tickets via this route on sale at all B. & O. and W. V. & P. R. stations.

AM W. V. & P. R. stations.

GREATEST FACILITIES FOR THE Prompt Completion of Orders at the intelligencer Job Printing Office.

Arrival and departure of trains on and after May 14, 189. Explanation of Ref-erence Marks, "Daily, thealty except Sunday, IDaily, except Saturday, IDaily, except Membay, iSunday, only Satur-days only. Easter, Standard Time. days only. Easters Standard Time.

Depart. B.&O.—Main Line East. Arrive. 12:15 am. Wash., Bal. Phil. N.X. 12:35 am. Wash., Bal. Phil. N.X. 12:35 am. 5:00 pm. Wash., Bal. Phil. N.X. 12:35 am. 5:00 pm. Uratton Accom... 15:00 pm. Uratton Accom... 15:00 pm. Uratton Accom... 15:25 pm. 15:00 pm. Uratton Accom... 15:25 pm. 17:00 am. Uratton Accom... 15:25 pm. Uratton Accom... 15:25 pm. Uratton Accom... 15:25 pm. Uratton Accom... 15:25 pm. 16:25 am. Sandard Cheia... 15:25 pm. Columbus and Cheia... 15:25 pm. Columbus and Cheia... 15:25 pm. Columbus and Cheia... 15:25 pm. 16:25 pm. St. Calarville Accom... 15:15 pm. 16:25 pm. St. Calarville Accom... 15:16 pm. 16:25 pm. St. Calarville Accom... 15:16 pm. 16:25 pm. For Pittshurgh... 15:25 pm. 16:25 pm. Pittsburgh and East... 15:25 pm. 16:25 pm. 17:25 am. 16:25 pm. 17:25 pm. 17:25

RAILWAY TIME CARD.

| 12-25 pm | Steub, and Demandon | 12-25 pm | 12-25 pm

Depari. Ohio River R. R. Arriva.

**2.50 am Park and Way Points **98.50 am Charleston and Cincin.

**11:10 am Cincin. and Lexington ili do ma Park and Way Points **24.50 pm Park and Way Points **55 pm Park and **55 pm P Depart, B., Z. & C. R. R. Bellaire. 10:10 am Mail, Express and Pas. 3:15 pm Express and Passenger. 2:25 pm Mixed Freight and Pas. 1:20 pm

Railroads.

Pennsylvania Stations. ennsylvania <u>L</u>ines. Trains Bun by Central Time AS FOLLOWS 1

*Daily. 1Daily, except Sunday.

*Sunday only.

Ticket Office at Pennsylvania Station on Water street, foot of Eleventh street, wheeling, and at the Pennsylvania Station, Bridgeport.

SOUTHWEST BYSTEM—"PAN HANDLE ROUTE." DLE ROUTE

From Wheeling to s. m. wellsburg and Steubenville. † 5:25 McDonald and Pittsburgh... Indianapolis and St. Louis. Columbus and Cincinnati.... Philadelphia and New York Steubenville and Pittsburgh Columbus and Chicago...... Philadelphia and New York Baltimore and Washington, Steubenville and Pittsburgh McDonald and Dennison.... p. m. † 8:15 Pittsburgh and New York... † 6:00 Indianapolis and St. Louis. Dayton and Cincinnati.... Steubenville and Columbus. Pittsburgh and East...... NORTHWEST SYSTEM-CLEVELAND

& PITTSBURGH DIVISION.

Trains Hun Dally, Except Sunday, as follows:

From Bridgeport to Fort Wayne and Chicago... Canton and Toledo Alliance and Cleveland..... Steubenville and Pittsburgh Steubenville and Wellsville. Steubenville and Pittsburgh p. m. 12:30 12:40 9:00 Fort Wayne and Chicago... Canton and Crestline...... Alliance and Cleveland... Steubenville and Wellsville. Phiadeiphia and New York. Toronto and Pittsburgh ... Steubenville and Wellsville.

Baltimore and Washington.
New York and Washington.
Steubenville and Pirisburgh.

Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 6:00 p. m. train. Central time. (One hour slower than Wheeling time.)

time.)

Passenger and Ticket Agent.
Agent for all Steamship Lines.



OHIO RIVER
RAILROAD CO.

Time Table Taking Effect May 21, 1899.
Leave 6:20 a. m. Daily—Accommodation for Moundsville, Clarington, New Martinsville, Sistersville, St. Mary 8, Waverly, Williamstown, Parkersburg and Intermediate points.
Leave 8:30 a. m. (Except Sunday)—Past Express for Moundville, New Martinsville, Sistersville, St. Mary 8, Williamstown, Parkersburg, Ravenswood, Mill-wood, Mason Hilly 10, Ravenswood, Mill-wood, Mason Hilly 10, Renova, Charleston, Chiclington, Kenova, Charleston, Chicken, Chicken,

Kenova.

Leave 11:10 a. m. Daily-Express for
Leave 11:10 a. m. Daily-Express for
Moundsville, Powhatan, Clarington,
Proctor, New Martinsville, Sinteraville,
Friendly, St. Mary's, Waverly, Williamstown, Parkersburg, Ravenswood, Mason
City, Point Pleasant, Gailipolis, Huntington, Kenova, Charleston, Ashland,
Russell, Ironton and intermediate points
south or Parkersburg. Parlor car to
Darkersburg.

Russell, Ironion and Intermediate points south of Parkersburg. Parlor car to Parkersburg. Parlor car to Parkersburg. Parlor car to Parkersburg. Parlor car to Parkersburg and intermediate points. Leave 6:50 p. m. (Except Sunday)—Express for Sistersville, Friendly, St. Mary's, Walverly, Williamstown, Farkersburg and Intermediate points north of Sistersville.

ville.
*Il:10 a. m. train will leave Wheeling at Il:35 a. m. Sundays.
Il:35 a. m. Sundays.
City Passenger Agent, 12:0 Market street.
J. G. TOMLINSON.
Ticket Agent, Union Station.

Wheeling & Elm Grove Electric Railway Cars will run as follows, city time:

WHEELING TO ELM GROVE DELM GROVE.

Leave Elm Grove

5.44

5.45

5.45

7.15

6.45

7.15

8.45

7.15

8.45

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15

8.15 Leave Wheeling. a. m. p. m. 5:30 2:30 10:00 10:30 11:00 11:30 9:15 9:00 11:00 9:30 12:45 9:45 10:40 11:5 10:15 10:20 11:45 30:45 11:00 2:15 11:50 om Wheeling to Park and Re-